

What is claimed is:

1. A split type connecting rod that holds a crank-pin through a bearing having a first protrusion and a second protrusion, comprising:

5       a first locking groove that locks the first protrusion of said bearing when said bearing rotates forward in a circumferential direction of a crank-pin hole; and

10       a second locking groove that locks the second protrusion of said bearing when said bearing rotates backward in the circumferential direction of the crank-pin hole;

15       wherein said first locking groove and said second locking groove are deviated from each other in said circumferential direction.

2. The split type connecting rod according to claim 1, further comprising a large end portion including a rod portion and a cap portion, wherein said first locking groove and said second locking groove are arranged to  
20       extend over both of the rod portion and the cap portion when a large end portion is fractured and split into said rod portion and said cap portion, said first locking groove is deviated to said rod portion side and said second locking groove is deviated to said cap portion side.

25       3. The split type connecting rod according to claim 1, wherein when said bearing is split, said first protrusion locked by said first locking groove and said second protrusion locked by said second locking groove are

arranged separately on separate portions of said bearing that has been split.

4. The split type connecting rod according to claim 1, wherein the bearing is substantially ring-shaped and  
5 disposed on an inner circumferential surface of the crank-pin hole.

5. The split type connecting rod according to claim 1, wherein the bearing includes a rod portion and a cap portion which are divided along a splitting line of said bearing.

10 6. The split type connecting rod according to claim 5, wherein at least two of the first locking grooves are provided on a first side of the splitting line and at least two of the second locking grooves are provided on a second side of the splitting line.

15 7. The split type connecting rod according to claim 1, wherein the first and second locking grooves are substantially arc-shaped.

8. The split type connecting rod according to claim 1, wherein the first and second protrusions are locking lugs.

20 9. The split type connecting rod according to claim 1, wherein the first and second locking grooves are arranged to prevent the bearing from moving in said circumferential direction.

10. The split type connecting rod according to claim 1,  
25 wherein a valley is formed on said inner circumferential surface of the crank-pin hole, the valley includes a base portion, and a fracture starting point groove formed at the base portion of said valley.

11. The split type connecting rod according to claim 10, wherein a width of said fracture starting point groove is less than a width of said valley.

12. The split type connecting rod according to claim 1,  
5 wherein the split type connecting rod is a nut-less type of connecting rod that is made of one of a forged material, a cast material and a sintered material.

13. The split type connecting rod according to claim 10,  
10 further comprising a small end portion and a large end portion, wherein the large end portion includes the valley and the fracture starting point groove is formed in the large end portion.

14. The split type connecting rod according to claim 10,  
15 wherein a pair of the fracture starting point grooves are formed on the inner circumferential surface of the crank-pin hole.

15. The split type connecting rod according to claim 10, wherein the valley includes a pair of sloped portions.

16. The split type connecting rod according to claim 15,  
20 wherein the sloped portions define chamfers for guiding the bearing.

17. The split type connecting rod according to claim 15, wherein the sloped portions have curved shapes.

18. The split type connecting rod according to claim 15,  
25 wherein the sloped portions have swelled, rounded shapes.

19. The split type connecting rod according to claim 10, wherein the valley has a concave shape in an upper corner thereof.

20. The split type connecting rod according to claim 10, wherein the valley has a rectilinear shape in an upper corner thereof.

21. An engine comprising the split type connecting rod  
5 according to claim 1.

22. A vehicle comprising the split type connecting rod according to claim 1.